

### REMARKS

Applicants have read and considered the Office Action dated September 29, 2009 and the references cited therein. Claim 1 has been amended, and new claims 15-16 have been added. Claims 5, 7, 11, 13, and 14 had been previously withdrawn. Claims 1-4, 6, 8-10, 12, and 15-16 are currently pending. Reconsideration is hereby requested.

In the Action, claims 1-4, 6, 8, 9, 10, and 12 were rejected under 35 USC §102(b) as being anticipated by *Schaus*. The Office Action indicated that *Schaus* discloses a rotatable hub having an outwardly projecting radial flange defining an outwardly facing edge, a braking rotor which is integral with or fixed for rotation with a flange which projects radially inwards and which defines an opening with an internal edge. The Action also states that the edges of the two flanges in *Schaus* are adjacent to each other and face each other radially, and the edges have at least along one portion thereof, the same non-circular shape in the same radial plane. Applicants respectfully traverse the rejection.

Upon close inspection, one can see that element 10 in *Schaus* is only a disc brake, and not a hub in a braking rotor unit as recited in claim 1. The hub of the wheel is not even shown in the *Schaus* reference. The brake disc rotor 10 has a hat section 12 cast with a friction ring 14 with the metal forming ribs 20 in cavities provided in the friction ring. The *Schaus* reference mounts in a conventional manner and is similar to the prior art discussed in the background of the present application. *Schaus* does not teach or suggest the improvement or alternative way that the brake is mounted to the hub of the wheel as in the system of the present application.

The hub and braking rotor of the present invention improve the transmission of the braking torque between the brake rotor and the hub. The arrangement of the present application includes a radially inward projecting flange in a braking rotor and an opening in the flange at the hub having a radially outward extending flange, with the edge of the braking rotor opening in the peripheral edge of the hub having a same non-circular shape in the same radial plane in order to enable the braking torque to be transmitted from the braking rotor to the hub. This arrangement is fundamentally different from the conventional arrangement, such as shown in *Schaus*, with the braking torque transmitted from the braking rotor to the hub via the wheel mounting bolt.

Applicants assert that *Schaus* does not teach or suggest the arrangement recited in claim 1. However, claim 1 has been amended and now further clarifies differences between the present application and *Schaus*. Applicants assume that the non-circular shape of *Schaus* alluded to in the Office Action is the curved tip 22 of the rib 20. Applicants note that this structure does not have the same shape as the friction ring 14, and that there is a radial space between the two elements. In *Schaus*, the arrangement suffers from the same problems of axial run out of the braking surfaces that will increase unduly due to radial thermal expansion of the disc. Therefore, a casting of a braking rotor and hub together would adversely affect operation of the brake. Applicants assert that the elements 14 and 22 do not have edges with at least a portion thereof having the same non-circular shape in the same radial plane to enable the braking torque to be transmitted from the braking rotor to the hub.

Applicants note that claim 1 has been amended and further clarifies that the rotational hub now defines a rotational axis and that the edges have the same non-circular shape in the same plane extending transversely to the rotational axis. Applicants note that the view shown in Figure 3 incorporated into the Office Action shows a section extending parallel to the rotational axis of *Schaus*. The two arrangements have a fundamentally different structure, and perform in fundamentally different ways. The present invention improves the transmission of the braking torque from the braking rotor to the hub with a novel, non-circular shape transverse to the radial axis as shown, for example, in Figures 4 and 6. Applicants assert that claim 1 recites a hub and braking rotor having a fundamentally different configuration that would not be obvious to one of ordinary skill in the art in view of *Schaus*. Therefore, claim 1 patentably distinguishes over *Schaus* and any other prior art or combination thereof. Applicants therefore request that the rejection of claim 1 be withdrawn.

Moreover, Applicants assert that the claims depending from claim 1 are also allowable for at least the reasons stated above with regard to claim 1, as well as other differences and advantages as recited in the claims. Applicants request that the rejection of the dependent claims in view of *Schaus* be withdrawn.

New claims 15 and 16 further clarify differences between the present invention and *Schaus*. Claim 15 recites that the edges define a non-circular profile along the rotational axis.

This is fundamentally different than the configuration shown in *Schaus*. Moreover, this configuration performs in a substantially different manner, and provides improved performance. In addition, claim 16 recites that a non-circular profile comprises an oval or elliptical shape. Applicants assert that this is neither shown nor suggested by *Schaus* or any of the prior art or combination thereof, and provides improvements and superior performance for torque transmission. Applicants assert that claims 15 and 16 are in condition for allowance.

A speedy and favorable action in the form of a Notice of Allowance is hereby solicited. If the Examiner feels that a telephone interview may be helpful in this matter, please contact Applicant's representative at (612) 336-4728.

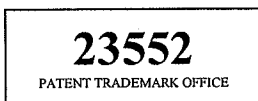
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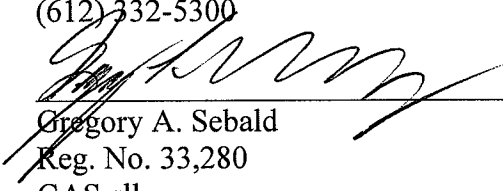
In view of the above amendments and remarks, Applicant respectfully requests a Notice of Allowance. If the Examiner believes a telephone conference would advance the prosecution of this application, the Examiner is invited to telephone the undersigned at the below-listed telephone number.

Respectfully submitted,

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Date: March 1, 2010



  
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